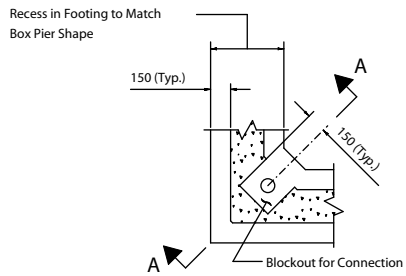


TYPICAL ELEVATION

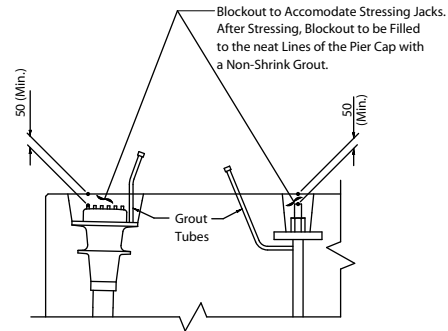


PLAN

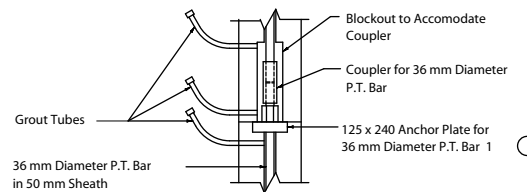
SECTION A-A

PIER TO FOOTING CONNECTION DETAIL

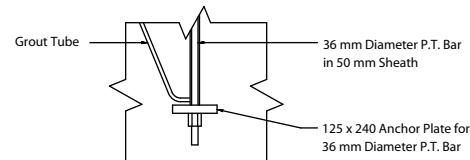
(Strand Tendon Connection Shown, P.T.Bar Connection Similar)



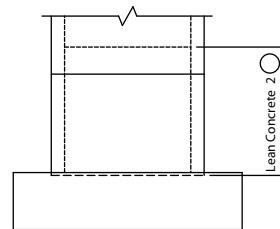
PIER CAP ANCHORAGE DETAILS



COUPLER DETAILS



FOOTING ANCHORAGE DETAILS



LEAN CONCRETE PLUG

NOTES:

- ① In order to Maintain Proper Concrete Cover, Plates are Temporary And Shall be Removed Prior to Coupling the Next Length of Bar for All P.T. Bars Adjacent to Rustication Provided by Form Liners.
- ② Lean Concrete May be Used to Fill the Hollow Box Pier Up to an Elevation Determined by the Designer. This Could be Done to Help Resist Localized Loads from Vehicular or Ship Impact, or for Those Portions of a Pier Below the Water Table.

GENERAL NOTES:

1. Box Pier Segments Shall be Match-Cast and Utilize Type A Epoxy Joints.
2. Vehicular Impact Shall be in Accordance with the AASHTO LRFD Bridge Design Specifications.
3. The Box Pier Details Shown on These Standards are Intended for Use in Seismic Zones 1 and 2. In Seismic Zones 3 and 4, the Designer is Responsible for Investigating Whether the Use of These Segments is Suitable and for Determining Appropriate Details.
4. The Box Pier Segments in These Standards Shall be Designed for Zero Tension Across the Joints when Only Dead and Live load Effects are Considered. When Effects from Other Loads, Such as Wind, are Considered, 3 fc Tension (Units lb, in) is Allowed Across the Joints. The Permanent Effects of Creep and Shrinkage Shall be Included with Dead Loads.
5. The Duct Locations Shown are Standard Locations. The Designer is Responsible for Determining The Amount of Post-Tensioning Required and Utilizing Post-tensioning in the Standard Locations as Appropriate. All Duct Locations Need Not be Utilized.
6. The Post-Tensioning Bars May be Temporary and Used for Erection Only, or Permanent and Counted Towards Required Capacity.
7. The Number of Joints Where the P. T. Bars are Coupled Depends Upon the Erection Sequence. Sufficient Locations Shall be Provided so that a Minimum Stress of 275 kPa Across the Epoxied Joints is Achieved in the Contact Time of the Epoxy Being Used.
8. The Blockouts for the Pier Cap Anchorages Shall be Uniformly Coated with an Epoxy Bonding Compound. Immediately Following the Application of the Bonding Compound, the Blockouts Shall be Filled with a Non-Shrink Grout and Finished to the Neat Lines of The Pier Cap. After the Grout has Cured, Two Coats of a Mineral Stabilized Coal Tar Base Emulsion Shall be Applied to Cover The Grout Pour-Back and 50 mm to Each Side.
9. Additional Aesthetic Treatments May be Possible as Long as the Interior Core Dimensions are Not Modified. Contact Your Local Precaster for Options and the Associated Costs.